



Official and Classified ADVERTISEMENTS

Continued from Page 23

SITUATIONS VACANT

SEA FISHERIES INSPECTORATE FISHERY OFFICERS Shore-based appointments

concerned with the enforcement of sea fisheries legislation and related operational duties, and maintaining effective contact with all levels of the fishing industry and associated authorities. The Inspectorate collects information and provides technical and commercial advice on matters affecting the industry. These posts offer individual responsibility, short trips to sea and occasional surveillance flights.

Preference will be given to candidates who have recently held a responsible position at sea, at in the fishing or ancillary industries. A good standard of education is required, and a certificate of competency to command a British ship at sea would be an advantage.

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For further details and an application form to be returned by 4 September 1978 write to Civil Service Commission, Alconway Link, Basingstoke, Hants RG21 1JB, or telephone Basingstoke (0256) 65551 (transwiring service operates outside office hours). Please quote ref: S/8889.

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The Department of Trade invite applications from men and women for posts as Fishing Vessel Surveyors to carry out duties under the Fishing Vessel (Safety Provisions) Act, in Scotland.

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- 3 as a deck officer and possess a Master's (Foreign Going) Certificate of Competency. Candidates in this category must have been in command as a Master of a merchant ship for a period of approximately 2 years. A substantial proportion of this period must have been as Master of a foreign-going ship.

Starting salary will be dependant upon experience and will be within the range of £4111-£5917 per annum.

Write for full details and application form to: Department of Industry, Establishment Personnel Division (Marine), Room 104, Cromwell House, Dean Stanley Street, London SW1P 3HY.

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OFFICIAL AND PUBLIC NOTICES

NOTICE TO MARINERS

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The line tranching vessel "Jet Berge IV" commenced operations on St. Fargue to Brent Field Gasline on 21 July, 1978.

This vessel deploys ten anchors during operations namely six bow and four stern anchors. The mooring and buoys can extend to a distance of 2,000 feet from the vessel. Two anchor handling vessels are also employed by this vessel frequently adjusting the anchor pattern.

A wide berth is requested by all vessels. Initial position of commencement of operation at KM 16 00 DEG 37' 30" N. 01 DEG 37' 00" W and vessel will thereafter work on sections of said line to KM 100 or 58 DEG 20' 00" N. 10 DEG 00' 00" W. Estimated duration of operations 45-60 days.

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fishing news

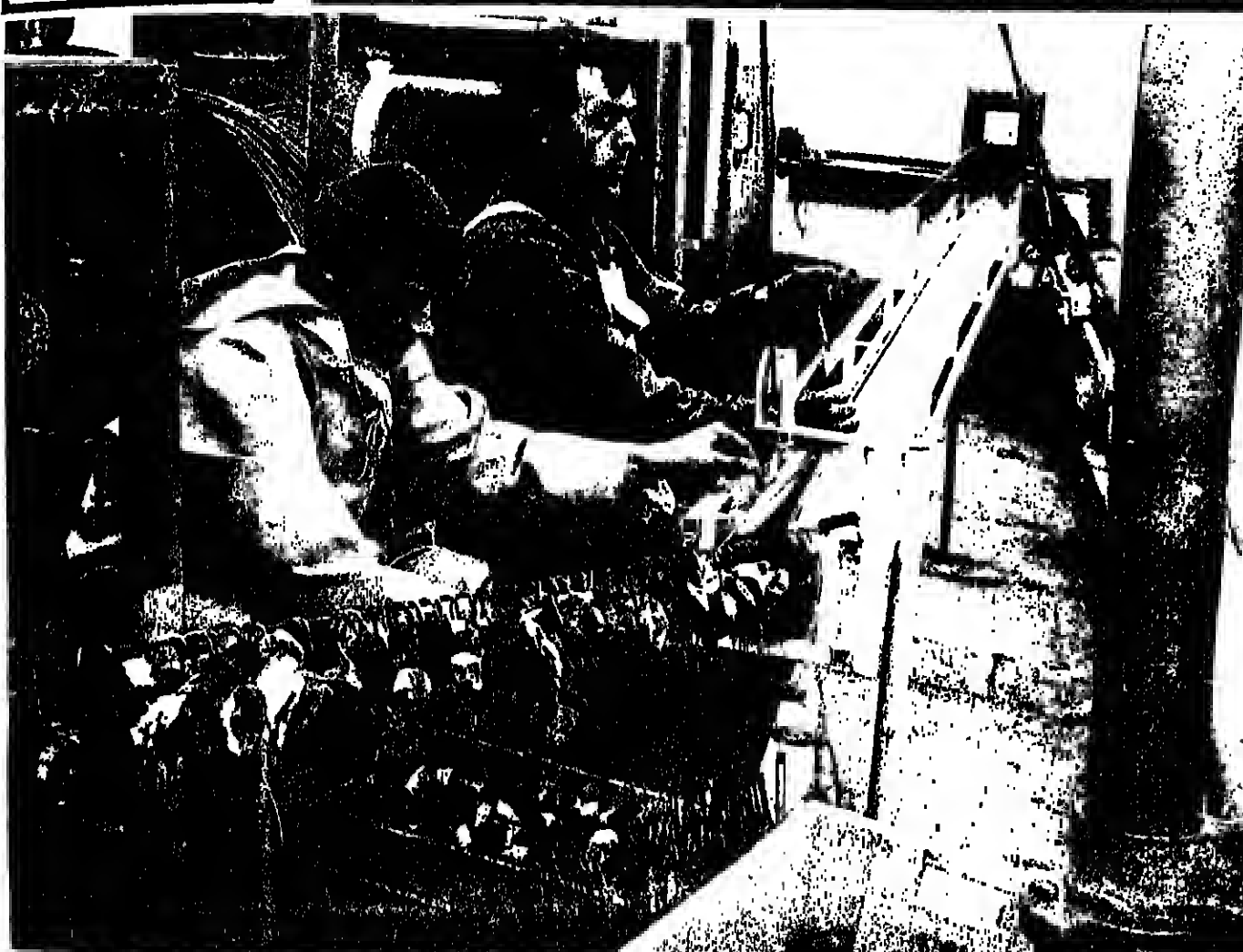
August 18, 1978

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A NEW longline system (left), being developed so that the smaller boats can work more efficiently without having to spend vast sums of money to change from traditional baskets, is attracting a lot of attention. Skipper all over the country have shown interest following recent White Fish Authority trials in the south-west. Full story and pictures will appear in Fishing News soon.

HADDOCK CONTROLS WORRY ABERDEEN

THE Government's expected Statutory Order on haddock fishing in the North Sea and off the Scottish west coast is thought to be due into this week.

Fishermen expect a licensing system to be introduced and catch restrictions in the region of 20 cwt. per man each week for the North Sea fishery and 8 cwt. per man for the west coast.

James Lovie, chief executive of the Scottish Fishermen's Organisation, said that the new order would keep non-members of producer organisations "in line".

Aberdeen and north-east fishermen fear that, if there is no government control, the "whirlwind" will be blown on the fisheries.

Aberdeen boats regularly fish west coast grounds and the loss of these vital supplies in diminishing market would mean serious problems for merchants. Also, if the catch were to be set too low, there are fears that it would be uneconomical for Aberdeen trawlers to operate off the west coast — one of the few remaining areas left to fish.

The 9,000-tonne TAC for the west coast haddock fishery has already been exhausted, but fishermen belonging to POs have shown restraint in maintaining self-imposed quotas. A Government order would have the effect of restraining non-members who have ignored attempts to conserve stocks.

The move, however, would involve additional monitoring of catches and policing of vessels.

Robert Allan, chief executive of the Aberdeen Fish Producers' Organisation, said: "We are not at all happy with the prospects".

THREE DIE IN FIRE ON FREEZER

Roman towed into Norway

THE PORT of Grimsby was stunned at the weekend when three of its fishermen died after a fierce fire broke out in the engine room of British United Trawlers' 1,448-ton freezer-trawler Roman as she was fishing off Bear Island on Saturday morning at 10 o'clock.

Roman, with a crew of 23, is one of BUT's most modern vessels.

She was 53 days out of the Humber and had almost completed her trip with about 350 tonnes of fish aboard when the tragedy struck.

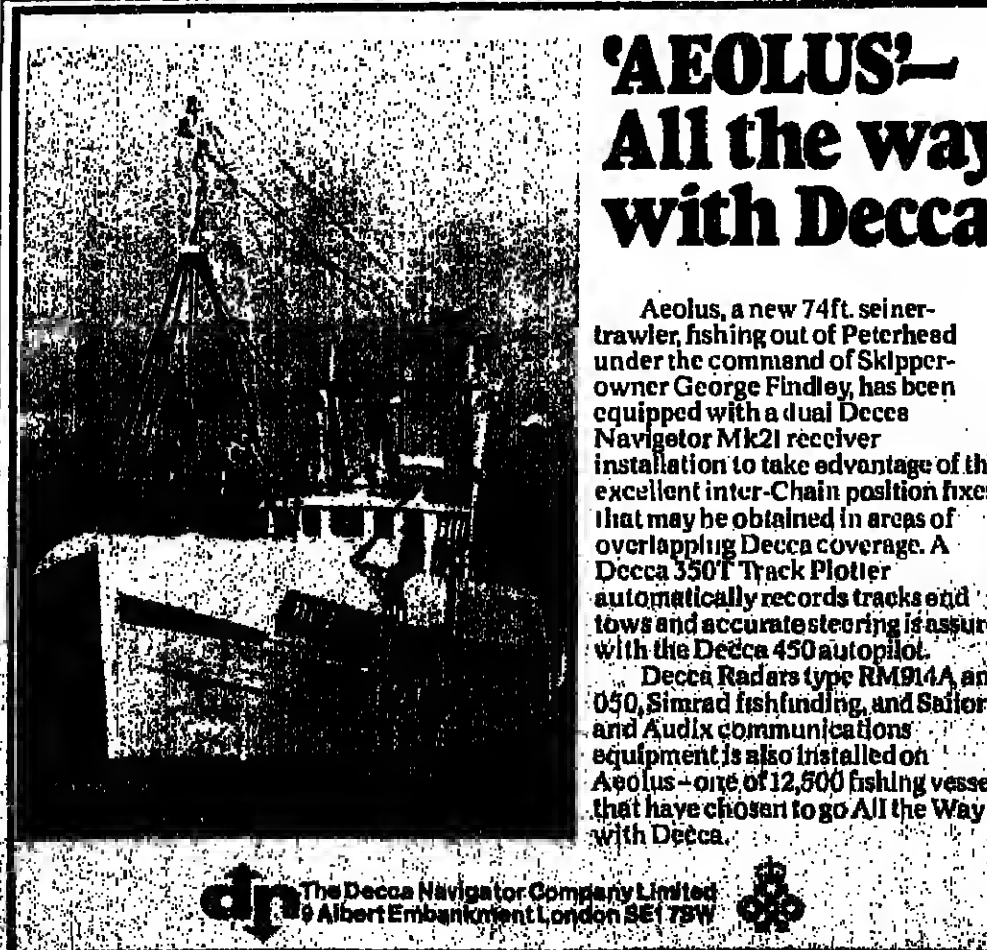
The three men died, it is reported, while fighting the fire in the confines of the engine room after flames took a strong hold.

The crew assembled on deck after hearing fire alarms and repeated attempts to rescue the missing three men were made by officers using breathing apparatus.

The dead men were the bosun, Alan Parkie (53), 41, and two young sons, Henry Sinkins (37), single, and assistant factory hand Ken Dean (29), a father of three.

As Grimsby mourned the victims the main talking point was how such a serious outbreak could have occurred in Roman's engine room, which has a full fire prevention sprinkler system.

The crippled freezer was towed into Helsingør, Denmark, and the men were buried in Grimsby.



'AEOLUS' All the way with Decca

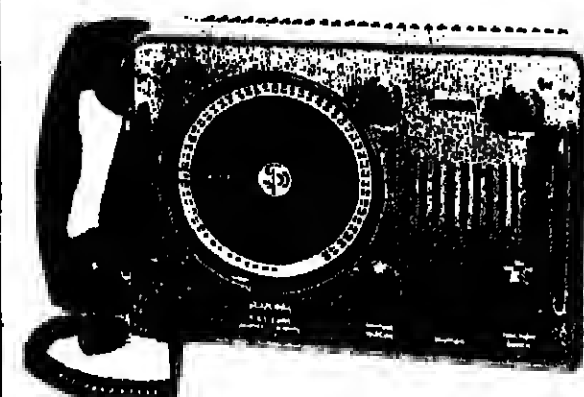
Aeolus, a new 74ft seiner-trawler, fishing out of Peterhead under the command of Skipper-owner George Findley, has been equipped with a dual Decca Navigator Mk21 receiver installation to take advantage of the excellent inter-chain position fixes that may be obtained in areas of overlapping Decca coverage. A Decca 350T Track Plotter automatically records tracks and tows and accurate steering is assured with the Decca 450 autopilot.

Decca Radars type RM91A and 030, Simrad fishfinding, and Sailor and Audix communications equipment is also installed on Aeolus — one of 12,500 fishing vessels that have chosen to go All the Way with Decca.

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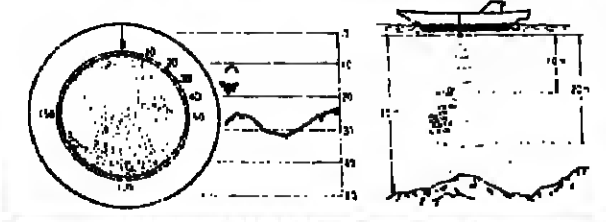
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MANX QUOTA CUT DEFIES EEC

AROUND 200 Scottish herring fishermen last week applied for the 120 available licences to fish Manx herring.

The talks on Manx herring held in London last week brought agreement that fishing will be banned a week earlier this year. Also, the close-season ban is to be extended right through until the beginning of next year.

This is a victory for marine biologists and others attempting to protect and conserve the Manx fishery.

The effect will be that, instead of the usual October 1 ban, the grounds within the island's 12-mile limit will be closed on September 24. And, instead of opening again in mid-November, they will remain closed until January 1 next year.

In addition to the extension of the close-season, the talks at the Fisheries Ministry also determined

that the total allowable catch (TAC) should only be 2,000 tonnes this year - again a victory for the conservationists who warned that any more than this figure would result in a complete ban next summer.

The decision to limit the TAC to only 2,000 tonnes is in defiance of suggestions made in Brussels by EEC officials. They were not convinced the grounds were being depleted as suggested and wanted a 12,500-tonne limit.

Fisheries Minister John Silkin caused considerable controversy with his insistence that Britain would defy the EEC and last week's decision was described by a spokesman as a unilateral one.

Scientist Dr Andrew

Brand, of the island's Marine Biological Station, said he and his colleagues were obviously very pleased with the outcome of the talks and welcomed both the additional ban and the reduced TAC.

"We thought it might be very difficult for this industry to accept such severe restrictions," he added, "no matter how vital they are."

Dr Brand explained that the Manx grounds are most abundant in September as the spawning shoals move around to the Douglas Bank, off the east coast. "The close-season being brought forward one week will go a considerable way towards protecting some of the spawning fish," he added.

"The one week extra at the end of September means far more than all the six weeks extra at the end of the year put together."

About 95 per cent of the spawning stock are within the protected 12-mile zone. Those outside the area are fished by Irish boats which are not issued with the permit necessary to fish the territory which is controlled by the Manx Government.

Last week's talks were attended by Ministry of Agriculture officials, their Manx Government counterparts, representatives of the industry and marine experts.

The measures have been accepted by the Isle of Man Fishermen's Association. Secretary, Mike Richards, attended the talks and described the measures as "necessary" to protect future herring seasons.

As 2,500 tonnes has already been taken from the grounds, the new TAC means that Manx and UK boats will only have 5,400 tonnes left to fish from now until September 24.

MORE TRAWLS

SOUTHERN NETS LTD. is moving into larger premises at Lower Croes, Udiemore, Rye, Sussex, this week to expand trawl production.

The boxes - made by GPG Products Ltd. - were introduced for increased efficiency, safety and hygiene. As there is no automatic washing equipment in use at present, the plastic containers are easier to clean and sterilise than wooden or metal boxes.

This is the first time the island has had its own boxes and Mike Richards, the association's secretary, said the more expensive plastic variety were chosen as a long-term investment.

"We don't anticipate the loss factor that other places such as Peterport has," he added. "They lose up to 1,000 a day up there."

Although they are already

scattered far and wide around the UK, Ulster and Eire, the owners are confident of retrieving the containers. They are not only a distinctive yellow, but all carry the IOM logo.

The new type of boxes have been welcomed by crews, handlers and processors. They are light, easy to carry and will stack up to 14 high. They also stagger stack to follow the contours of holds.

They were bought through Manx Fish Auctioneers Ltd., a subsidiary of the association, and have been released steadily since June. They are being used for all purposes, mainly herring and white fish.

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fishing news

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Arctic Freebooter - from sixth to first in freezer contest.

Boyd ship tops freezer contest

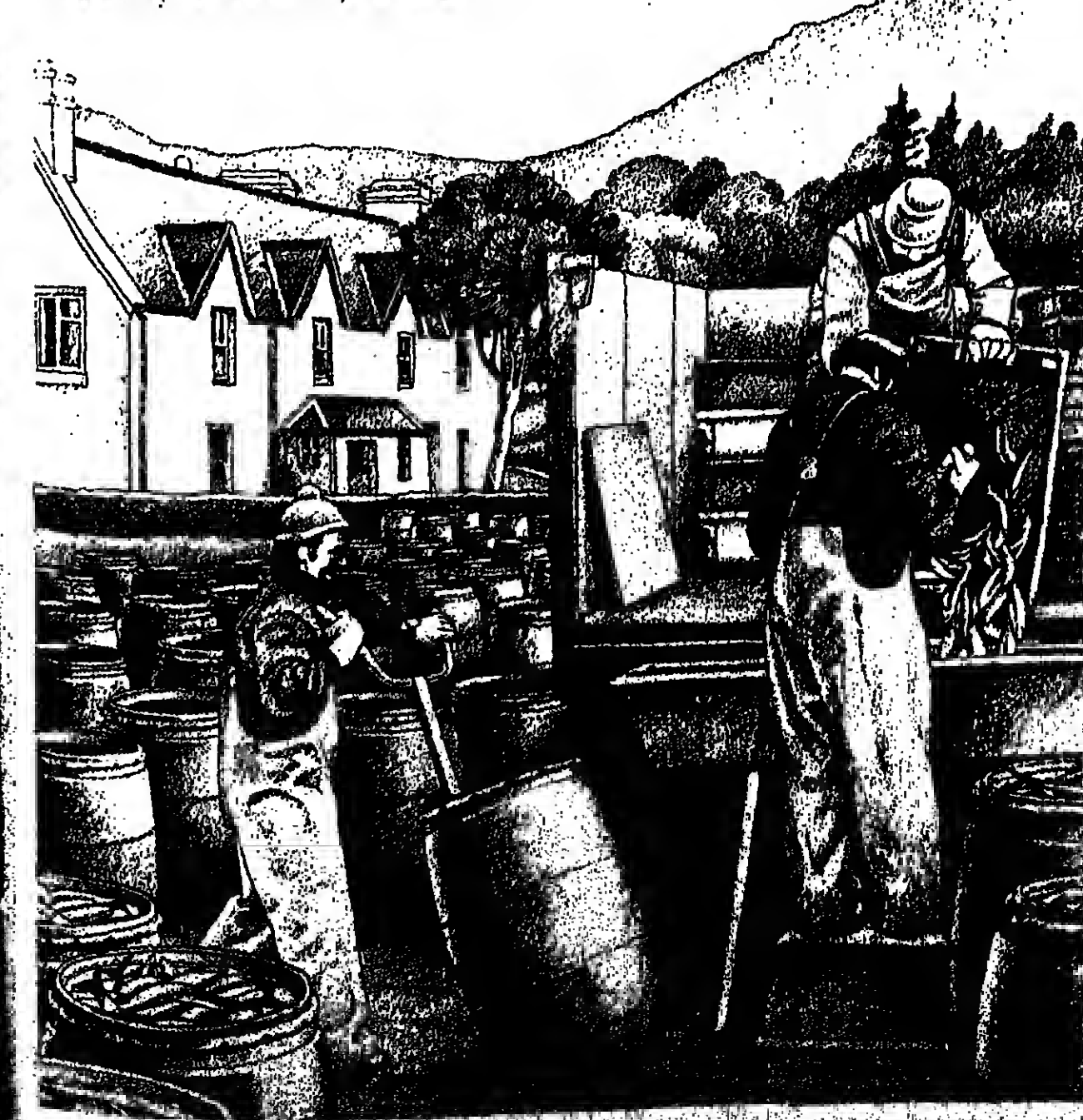
BOYD LINE'S Hull-based Arctic Freebooter has jumped into the lead of the British Freezer Trawler Challenge Competition.

She was sixth in March and second in April behind BUT's Pict. Now she leads by a margin of 389 points.

The latest monthly placings list (right) - issued last week - is based on returns to the end of May. There are now 33 freezer trawlers taking part and, in the latest top 20, BUT holds ten places, Marr 4, Hemling 3, and Boyd Line 3.

Position	Vessel	Tonnes	Points
1(2)	Arctic Freebooter (BOYD)	1034.6	13,805
2(1)	Pict (BUT)	923.0	13,437
3(3)	Kurd (BUT)	955.0	13,366
4(8)	Roman (BUT)	1003.4	12,007
5(6)	Kelt (BUT)	805.4	11,790
6(5)	Ross (Hastings) (BUT)	702.8	11,550 EST
7(7)	Coriolanus (BUT)	805.7	11,535
8(4)	Kirkello (MARR)	808.2	11,158
9(11)	Arctic Buccconer (BOYD)	3454.4	10,542
10(13)	St. Benedict (HAMLING)	3283.9	10,267
11(17)	Invisible (BUT)	701.7	10,119
12(15)	Southello (MARR)	1917.9	9,558
13(12)	Arab (BUT)	648.3	9,505
14(18)	Ross Vanguard (BUT)	529.3	9,187
15(15)	St. Jerome (HAMLING)	685.5	9,168
16(9)	Suanello (MARR)	627.2	8,808 EST
17(10)	Dane (BUT)	668.3	8,754 EST
18(14)	Arctic Galliard (BOYD)	2573.6	8,319
19(20)	St. Jason (HAMLING)	2378.0	7,378
20(24)	Northello (MARR)	1723.2	7,237

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"WE ARE making a seven-fathom headline, six-fathom headline trawl and are in doubt as to the best kind of floats to use on the headline."

"Could you tell us what types of metal and plastic floats suitable for the purpose are available and where they are obtainable?"

■ Metal floats made of either steel or aluminium alloy are readily available. They are invariably spherical and, though some of them are designed for use by trawlers and seiners fishing in depths to 60 fm., most of them are produced for trawlers working in deeper water.

Metol floats produced for use in comparatively shallow water are made in various sizes from 5 in. to 10 in. diameter and usually have a single lug welded on to them. Those produced for use in over 150 fm. are also made in a number of sizes between 5 and ten in. diameter and usually have a single or double lug incorporated into them in the die casting process.

Buoys range from about 2lb. for a 5 in. diameter steel seine net float to about 14lb. for a ten in. diameter aluminium alloy float with a maximum working depth of over 500 fm.

If you want to give extra lift to your headline, special types of 'upthrusting' aluminium floats are available. These may be single spherical floats with a scientifically designed metal rim around them to make them plane upwards when the trawl is moving through the water, or a pair of spherical floats incorporated into a kite.

Some steel floats are painted by the manufacturers but all aluminium alloy floats are a natural grey colour. The former can corrode if they are dented and the paint cracks, or if the paint wears off. The latter will never corrode.

Although metal floats continue to be the most popular for use on the headlines of deep sea trawls, plastic floats are now used to a great extent on the headlines of light and small trawls.

Plastic materials are almost ideal for making floats. They are impervious to water and do not absorb it. They are highly resistant to weathering. A wide range of colours can be incorporated in the manufacturing process and they require little or no maintenance.

Popular among them are spherical floats made of hard plastic materials such as Nokolon, Nautilus and North Star floats which, instead of lugs, have two holes through them by means of which they can be lashed to a headline.

Nokolon floats were the forerunners of this type of float. They are made in Denmark, are usually a grey colour and are available in sizes from 5 in. to 11 in. diameter. Although the manufacturers of Nautilus and North Star floats ceased to produce them a year or two ago, they are still obtainable from certain sources.

The former are usually a white or grey colour and are designed for use on trawls likely to be used in depths to about 200 fm. The latter are usually coloured orange and

are designed for use in depths to 100 fm.

Another type of hollow spherical plastic float which has become popular for use on trawl headlines is known as the Permolift float which is made of a very hard, impact resisting plastic. It differs from the other plastic floats in that it is made in one piece without a weld and has lugs moulded into it.

Major Permolift floats are 7½ in. diameter and con-

Several versions are available for use on either the port or starboard side of a boat and in 12, 24 and 30 in. head sizes. All sizes have the same pulling power but the larger the head, the faster the hauling rate.

According to the manufacturers — Kennebec Marine Co., 476R Fore Street, Portland, Maine 04101 — nets can be hauled at speeds from 90 to 270 ft. a minute.

John Burgess' Log



structured for use in depths to 400 and 500 fm. Minor Permolifts are 5½ in. diameter and intended for use in depths to 100 and 300 fm.

A third type of plastic float which has achieved some popularity is a spherical float made in Denmark which is designed to be screwed instead of lashed to a headline.

To attach it you remove a large plastic screw from it, insert the headline in a cut-away part of the screw, and then replace it. Only ten turns are necessary to fix it firmly.

Nokolon floats with two side holes, centre holes or screws are obtainable from: Hugh Norman (Marine Sales) Ltd., Ythan Cottage, Eilon, Aberdeenshire; spherical hard plastic floats with holes in them from Plasticisers Ltd., Drighlington, Bradford, Yorkshire — Bridport-Gundry Ltd., Bridport, Dorset — and Injection Moulders Ltd., Kitchin Place, East Kilbride, Scotland; Permolift floats from Pershore Mouldings Ltd., Trading Estate, Pershore, Worcestershire; and metal floats of all kinds from Coselt Ltd., Fish Dock Road, Grimsby, South Humberside.

It is simple to install as it is pre-charged with Freon 12 and ready to run. Compressor and condenser are designed to be fitted in the engine space, evaporator in the ice locker.

The compressor — belt-driven off the engine — freezes the solution in the evaporator solid after the engine has been run for half an hour. A thermostat then cuts out the electro-magnetic clutch and stops the compressor, the evaporator having already stored enough cooling capacity to maintain the locker temperature for 12 hours.

After that, whenever the engine is running, the thermostat will start and stop the compressor automatically.

The supplier is: Peter Smailes Marine Ltd., 2 Bramble Road, Southsea, Hampshire.

It is known as the Crossley Net Lifter and consists of a rotating head, head pan, cam end outboard roller equipment.

The principal part of the equipment is the head, which is a revolving spring-activated device with jaws. The latter are cam-controlled and grip the headline of a net as it is brought inboard over a roller, pulling both net and catch into the headpan. As the head continues to revolve, the jaws release both line and net over the deck.

Although the jaws grip firmly, it is claimed that they do not damage line, floats or netting during hauling.

a boat is rolling and/or pitching.

It is made of aluminium and enclosed in a yellow GRP case 27 in. long by 10 in. diameter. The case has lugs moulded into it top and bottom for holding, and total weight is about 6lb. It meets Department of Trade and Industry specifications formulated to ensure as far as possible that reflected signals are detectable at least five miles away.

The 'Portland' is made by Firdell Multiflex Ltd., 11 Kingsmoor Road, Heston, Essex, from whom further particulars are obtainable.

Helmsmen seats

"DO YOU know of a firm which can supply helmsman's seats? I want a folding type as there's not much room to the wheelhouse of my 33 ft. MFV — a seat which is bolted on to the after bulkhead behind the wheel."

■ Simpson-Lawrence Ltd., 218 Edmiston Drive, Glasgow, can supply seats of the type you want. The company does not supply direct individuals but through its distributors in various parts of the country — in your case Jeckells and Son Ltd., Wrexham, Norfolk.

Tagged?

A READER recently caught a flounder off Rhyl which had red and yellow plastic discs on either side, joined by a zip through the flesh. The yellow disc was marked B62/502.

Buying hooks

"WE ARE having difficulty in obtaining supplies of stainless steel and galvanised hooks in bulk for longlining. Do you know of a firm from which we could get them?"

■ Hooks in quantities up to 5,000 are obtainable from Uniports Ltd., 10 Glynn Road, Buckingham; in quantities over 5,000 from Campbell Dixon Ltd., Sunford Road, Buckingham.

Should neither of these firms be able to supply the type of hooks you want, Ward Duskworth, Litching House, Crawley, Surrey, would be able to give you the name and address of a supplier who can.

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Grimsby's best-ever open day

GRIMSBY fish dock's now traditional open day, when the industry is on public view, proved a huge success earlier this month. More people than ever spent the afternoon strolling among quayside stalls, mobile exhibitions and queuing to tour vessels open to visitors.

These included the big distant-water trawler *Boston* and the Royal Navy minehunter and fisheries protection vessel HMS *Bickington*.

The event was officially opened by comedian Charlie Williams, who not only gave the big crowd plenty of laughs, but persuaded that much-respected fish docks personality Jack Vincent to part with £15 in an auction for an ice cake in the shape of a ship.

Vernon Green of the Boston Group, who was chairman of the open day organising committee, welcomed everybody and said it was disturbing to see so many distant-water trawlers in the dock because they had nowhere to fish.

He felt, however, that the port would continue to prosper and emphasised the large contribution the growing fleets of small vessels were making. Mr. Green said that despite the loss of so many big trawlers, the efforts of the smaller boats and landings by foreign vessels had produced an increase in fish landings at Grimsby.

In this context, the Grimsby wet fish market was the best in the world with the best distribution network, he said.

Admiral Sir Charles Madden, chairman of the Royal National Mission to Deep Sea Fishermen, inspected a guard of honour formed by the local Sea Scouts.

A special attraction was an air-sea rescue demonstration in the Humber by an RAF helicopter from Leconfield,

which thrilled the crowd with its mobility and the speed at which it recovered the 'survivor'.

Quayside exhibitions included net braiding by Cosalt, marine radio equipment by Redifon, basket making, fish gutting (to order) and static displays by Coastguards, the Royal Navy and Royal Anglian Regiment.

A record £2,505 was raised and, as usual, the proceeds went to the Royal National Mission to Deep Sea Fishermen.

Crowds queue to tour the Grimsby distant water trawler *Boston*, even though the big 707-tonner has not been to sea for 18 months.



Mobile displays along the North Well were of big interest to the crowd.

MACKEREL RUSH IS ON

OVER 100 Scots fishing boats were expected to be fishing Scottish west coast mackerel grounds by the end of this week. Meanwhile, an announcement on quotas was expected at any time.

Sixteen Russian and Eastern bloc factory vessels are expected in the area for the season which is about to start.

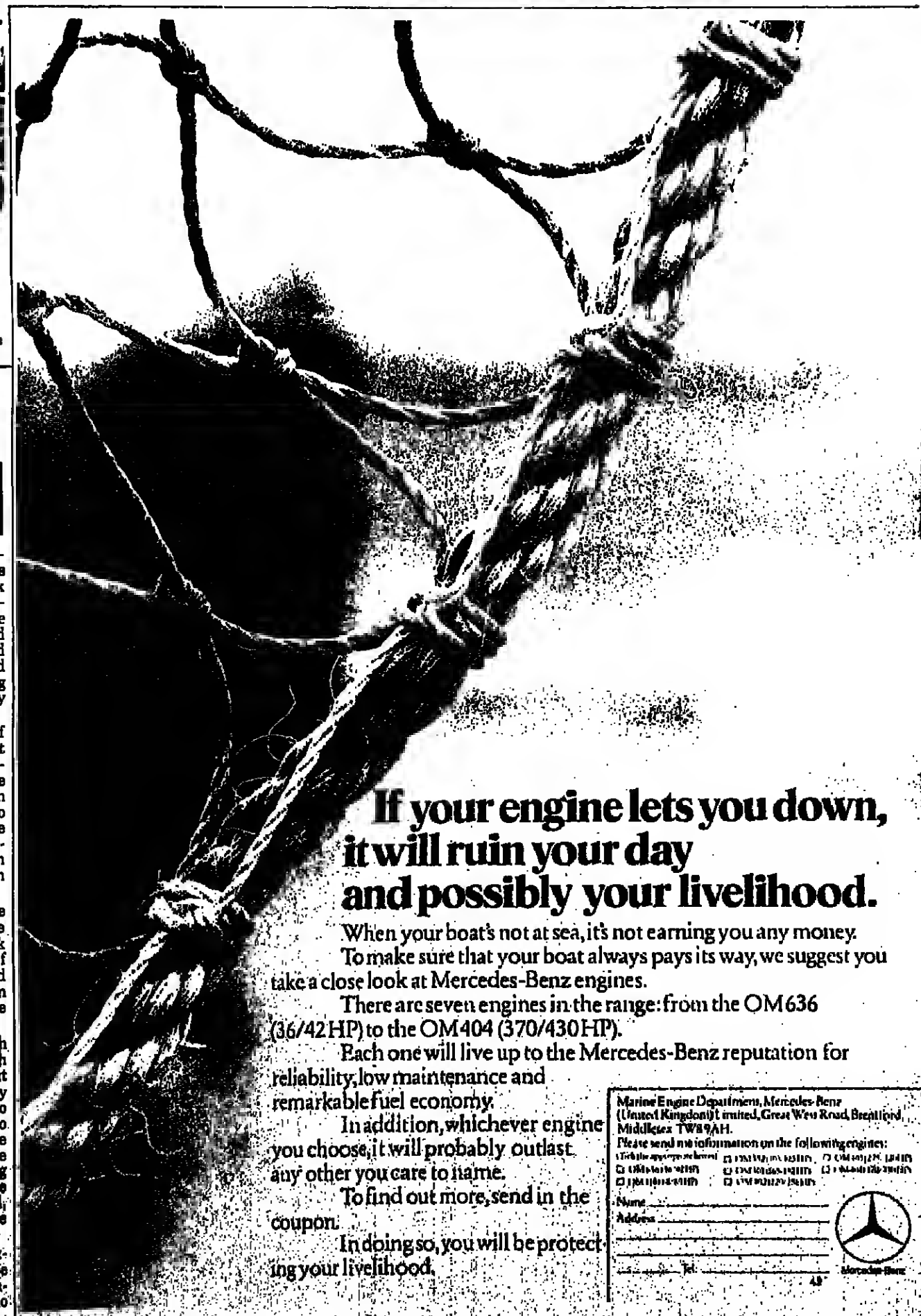
Most of the catches will go to the factory ships and the catch is expected to be around 100,000 tonnes — double last year's figure.

Jim Lovie, chief executive of the Scottish Fishermen's Organisation, said: "Not only is the Scots fleet, but is a survival fishery for our skippers because of the general clamping down on herring fishing. We are hoping and praying it's going to be a good mackerel fishery."

Mr. Lovie said that SFO would manage the fishery well, if their attempts were not successful, the bell would be back in the Government's court.

SFO had agreed that the management within Government guidelines, the aim being to land as little mackerel for fishmeal as possible.

Mr. Lovie added that the fishermen were still unhappy about the scientists' stock calculations. "We think the scientists have got it wrong again, or at least what they are talking about is 'peper' fish."



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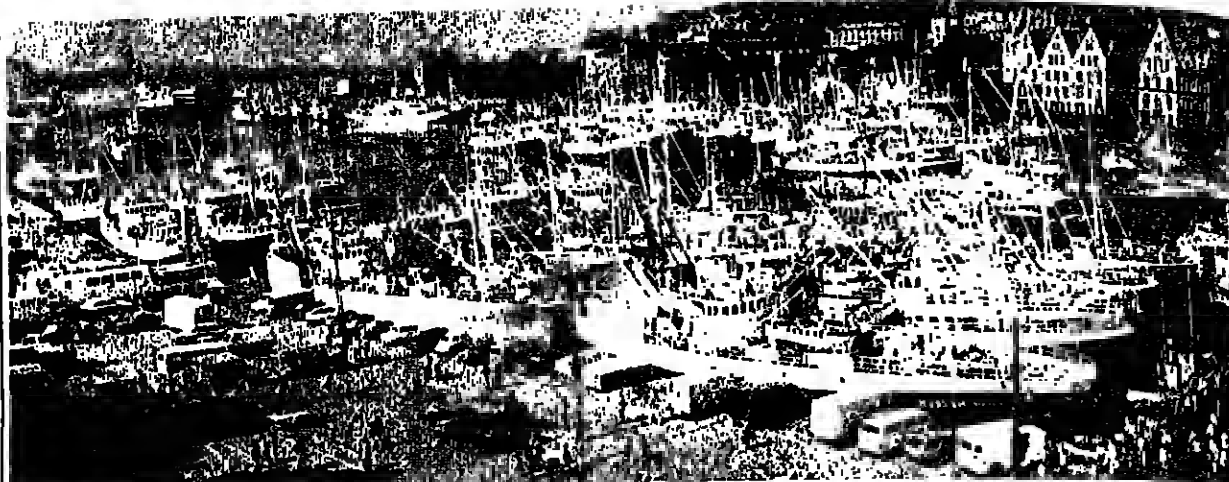
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Almost all of the 96 purse seiners crowded into Bergen harbour last week. They won a quota concession.

MACKEREL DEMO — 96 pursers in Norway protest

A FLEET of 96 Norwegian purse seiners won a mackerel quota concession last week when they converged on Bergen in a demonstration.

The fleet — virtually all the Norwegian boats engaged in the mackerel fishery north of 60° — left the North Sea on Tuesday last week for Bergen to put pressure on the authorities to allow the fleet to go south of 60° for mackerel.

The Norwegians said they have had to stand by and watch Faroes and other fishermen make good catches while they have to wait until

September 1 due to Norwegian regulations. On the Wednesday morning the fleet glided slowly into Bergen harbour and pursers were assigned berths. The Sotra purser Libas was co-ordinator. Her skipper, Peder Lie, said when nobody got any catches north of 60° on the Monday, they decided they had had enough of waiting for September 1.

The 96 boats were supported by fishermen's organisations. Their five spokesmen in the catch regulating committee, and a representative of the Norwegian Fishermen's Union, arrived in Bergen to take part in what promised to be a stormy session with the Fisheries Directorate. The Fisheries Directorate is sympathetic to the

problems of the pursers but, according to Eric Knut Verdo, there are different interests to be considered.

While the committee session, coastal fishermen from about 59° and threatened an action if the purser fleet is allowed to take mackerel before September 1.

Fishermen in Bergen agreed there was no need to be taken north of 60°. It may mean that the north of 60° are made in North Sea mackerel which according to Norwegian researchers, week as not to be tolerated any longer fishing this year or next.

By the Wednesday a compromise was reached to allow the pursers to fish on Monday for a limited quantity of 15,000 tonnes. That the purser quota is 80,000 tonnes. Some skippers in Bergen say they have given up mackerel and plan to go summer cepelin.

...DUTCH TESTING IRISH HERRING

THE DUTCH are carrying out investigations of herring stocks off Ireland's west coast, according to reports from Vlissingen in Holland.

The survey is being made by the Dutch research vessel De Tridens and the Dutch authorities are interested in the future possibilities for their herring fleet.

Dutch nets have been somewhat empty this season and they appear to have failed to catch their full quota, although they still made un-

official approaches for an increase in their quota. Dutch Fisheries Minister, Van Der Stee, asked the National Institute for Fisheries Research to study the situation. He, apparently, considers Ireland's fishing limits extension announcement from 12 to 20 miles to blame.

The results of De Tridens' research activities are to be kept secret, but Mr. Van Der Stee intends to use them in future negotiations with the Irish Government. However, there are strong doubts as to whether the

Dutch will find anything optimistic off the Irish West Coast. Herring stocks were never regarded as tremendously abundant in the area and most biologists believe that catches should be strictly limited in order to protect whatever herring remains in the zone.

Shetland licence scheme unlikely

THE Government is unlikely to agree to a special licensing scheme favouring Shetland fishing boats on local grounds, a Shetland delegation was told recently.

Representatives of Shetland Islands Council's fisheries working group met Bruce Millon, Secretary of State for Scotland, who told them that the Government would look favourably on their appeal to have the post box extended north, to take in the grounds around Shetland, but that licensing for Shetland boats was not a possibility.

It is understood tentative suggestions were made about an alternative scheme governing the size of boats to be allowed to fish around Shetland. Fisheries group

chairmen Alex Morrison said that there would have to be considerable discussion before any scheme was agreed.

Jack Burgess, the Island's Council director of research and development, said: "What we are saying is that, even if Britain reached a settlement with the EEC on fishing today under which Britain had exclusive use of a 200-mile limit, there would still be need for a regional approach."

"There is increasing evidence of separate needs and ideas from other areas and we think that you cannot go on indefinitely in a situation where too many boats are chasing less and less fish. "Somehow and sometime there is to be limitation and it is time that everyone faced up to it."

KING FROST AT FROZEN FOOD FAIR

KING FROST will feature its full range of products at the Frozen Food and Freezer Festival Exhibition in October, emphasising its position as important suppliers to the wholesale frozen food trade.

The company's range, which is constantly revised, includes breaded scampi, breaded plaice, fish cakes and a large selection of shellfish.

David Morgen and his King Frost wholesale sales team will be on Stand 80. The exhibition is at the West Centre Hotel, Fulham, London, from October 1-14.

Owners meet to ask for aid

TRAWLER owners from England's three main trawling ports met in Edinburgh on Wednesday to formulate a joint approach to the Government for aid.

The owners are expected to ask for payments on dock modernisation schemes at Hull, Grimsby and Fleetwood to be written off as part of a plan to keep the fleet fishing.

All three ports have been hit by drastic fleet reductions and bad approached the Government

CROWDS WATCH MUDEFORD RACE

THOUSANDS of holidaymakers turned out to watch fishing boats racing off Mudford, Dorset, on Sunday. Local boats raced out to the fishery protection ship HMS Crichton and the winner was Bill Watson in the 30ft. long Southern Girl.

This Hull Steel Craft boat, powered by a 40 hp Lister diesel, collected the Eric Atterton Cup for the fastest time of the day (22 minutes).

Second boat home was Nordene (St. John Baker) the Lister-powered small stern trawler which took the honours last year.

Third place went to Peter Smith's Miranda, an inshore potter powered by an 8 hp Vanner engine. She started off 51 minutes before the winner and put up the fastest time by an under 20hp boat.

The next three places went to Lucky Lady, John Barry and Duconquer which had the Mayor of Christchurch aboard.

There were 18 starters and proceeds went to the new lifeboat house. One of the eight starters in the punt race sank. The race was won by Peter Smith and Dave Nipperd after a close battle.

Ice price increase

MUCH higher production costs over the last two years have forced BIM to increase the price of ice by 25 per cent.

The new prices, which came into effect on July 31, are: lots of 1-tonne or over, £10.00 per tonne; lots of less than 1-tonne, £1.50 per kg.

BENEFIT MEETING

THE Working Fishing Owners' Benefit Group is holding its annual meeting on September 16 at the Craws Neat Hotel, Anstruther. Starting time is 10.30 am.

Billingsgate

One year a long time in politics

SO THE Minister has been and seen for himself, and breakfasted on sole indeed — nothing but the best for the possible provider of wealth. No doubt the political colour of some of his breakfast companions caused them to sup with very long spoons. But convinced they were of this Government's goodwill and, *pro tem* at least, the names of Silkin and Shore are spoken with due reverence.

Indeed, one is left with a sense of wonder, if nothing worse, at the sight of a group, whose collective views are somewhat to the right of Patrick Wall, scrambling for the benefits of Socialist policy on Dockland employment. Remember, however, that the Minister's promises were not of action 'at a stroke'. He talked of another year being nothing in Billingsgate's 1,000 year history and of the need for further investigation.

Suppose we look forward a year. Is he going to be in a position to consider the results of those inquiries and to fulfil his commitments to new market premises? Is the member for Tower Hamlets still going to be the Minister for the Environment, with the power to nudge the appropriate local authority and will his fingers still be on the pulse strings? No one doubts that Mr. Shore will be returned again as the Member for Tower Hamlets, whenever the next election occurs. That election must come before the most optimistic date for the movement of the market eastwards and, therefore, the question arises as to whether Messrs Shore and Silkin will still be on the Government benches.

In the event of those right honourable gentlemen becoming part of Her Majesty's Opposition instead, will their promises be discharged by the incoming Government? Will Billingsgate be considered a "let me duck", required to seek its own risk capital in the sacred name of free enterprise? Perhaps the protagonists of the new market, having peeped into their crystal ball, should covertly outwit the Shadow ministers of Agriculture and Fisheries and the Environment, or even Clement Freud and Alan Galt.

Cod War 'buffers' for sale

TWO OF the buffer tugs chartered by the Fisheries Ministry to protect British trawlers working the distant-water Icelandic grounds during the last Cod War are being sold.

The 1,167-ton *Stotesman I*, which saw action in both the 50-mile and 200-mile confrontations, has already been sold by the Humber-based United Towing (Ocean Tugs) to Singapore owners, while *Welshman* is one of three other tugs the firm is planning to sell in a deal with unspecified owners.

United Towing part of the giant North British Maritime Group of Humber-side, said the tugs were part of its fleet modernisation scheme.

RIG QUARTET

ABERDEEN TRAWLER owners George Craig & Sons has now become the largest offshore safety operators in Scotland.

The company recently acquired four converted side trawlers for North Sea safety duties. The vessels were formerly

run by John Brown and Son (Aberdeen), part of the Christian Salvages Group.

The vessels will be manned and operated through Craig's subsidiary, the North Star Fishing Co. In addition, five vessels also belonging to Salvages will now be manned by North Star.



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Says fisherman and trawler operator Bill Mason of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent". Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation. We have a brochure giving details of the Detroit 12V71 — may we send you one?

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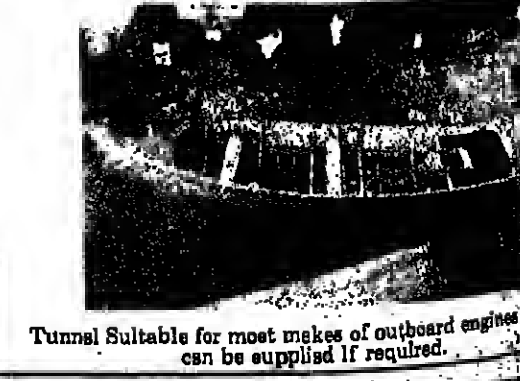
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THE BUCHAN family of Peterhead are now working their largest purser — the 111 ft. long *Lunar Bow*. She represents an investment of £900,000 and is being skippered by John Buchan, whose brothers William and Alex operate the pursers *Vigilant* and *Pathway*. The new ship is Scotland's first to fish powered by a 'Cat' diesel of over 1,000 hp.

The ship has been bought without Government financial assistance and replaces the previous eight-year-old *Lunar Bow* which has now been sold to Frazerburgh owners and renamed *Eschol*.

Lunar Bow is a product of Sigbjørn Iversen of Flekkefjord, a Norwegian yard well-known for building purse seiners. She is the fourth vessel the yard has built for this well respected family of purse seine fishermen.

The new *Lunar Bow* has an overall length of 111 ft. 3 in. and incorporates all the latest ideas in layout and equipment for a modern Scottish purse seiner.

There are larger pursers owned in Scotland, but she is the biggest vessel built so far by Iversen for Scottish owners. She has a capacity for some 300 tons of fish in her six refrigerated seawater tanks and is also capable of working trawls, either on her own or with a partner vessel.

She is built to the approval of Lloyd's, and to the requirements of the Department of Trade and Fisheries. Veritas, and has a length between perpendiculars of 92 ft.; beam on frames of 26 ft.; and moulded depth, 13 ft. 6 in. The hull has a transom stern, raked stem and bulbous bow and is fitted with a full length shelterdeck.

Lunar Bow at Peterhead just after her arrival from Norway. The 111-footer can carry a 300-ton catch in six RSW tanks.

Construction is mainly of steel, but her wheelhouse and the RSW tank hatchways are of aluminium.

Caledonian Engines Ltd. of Glasgow supplied her propulsion engine which is the largest in the Caterpillar range of marine diesel units and the first of its type to be installed in a Scottish fishing vessel.

It is a model D399 turbo-charged and after cooled 16-cylinder, Vee-form, engine rated at 1,125 hp at 1,225 rpm; it is coupled through a Pay and Brinck PB3 3.9:1 reduction gearbox to a Pay and Brinck CP propeller.

Air starting is provided and the cylinders have a bore of 6½ in., stroke of 8 in. and displacement of 3.92 cu in.

Hydraulic pumps to drive the side thrusters and gear handling machinery are driven from the forward end of the engine through a Hytek single-input, multi-output gearbox.

The model SPH105 105 hp bow thruster, and model SPO150 150 hp stern thruster, are both by Brunvoll and each is driven from a Vickers pump.

Harbour set

Two Lister JWS8 auxiliary engines, each giving 140 hp at 1,500 rpm, are also fitted in the engine room. They provide power for a Newage Stamford 115 kVA 220 V 50 Hz alternator.

Electrically-driven equipment in the engine room includes Frank Mohn bilge and fire pumps, Bryne Mek Verksted fresh water and seawater pressure sets, two Bristol air compressors, a Mirreless Pumpe Ltd. standby lube oil pump for the main engine, C. C. Jensen fuel oil filter, and a Vickers standby hydraulic pump for the gear-handling machinery.

The harbour generating set is based on a small Lister diesel engine fitted at the forward end of the main deck and it provides power for a Stamford 220 V alternator and a Jabsco standby fire and deckwash pump.

Some 12,000 gallons of fuel

oil are carried in the stern, below the RSW tanks, and right forward, while fresh water tanks are housed below the engine room.

Kvaerner of Norway supplied the type 92/62E refrigeration plant designed to cool 80 tons of seawater from 15 degrees C. down to 0 degrees C. in four hours.

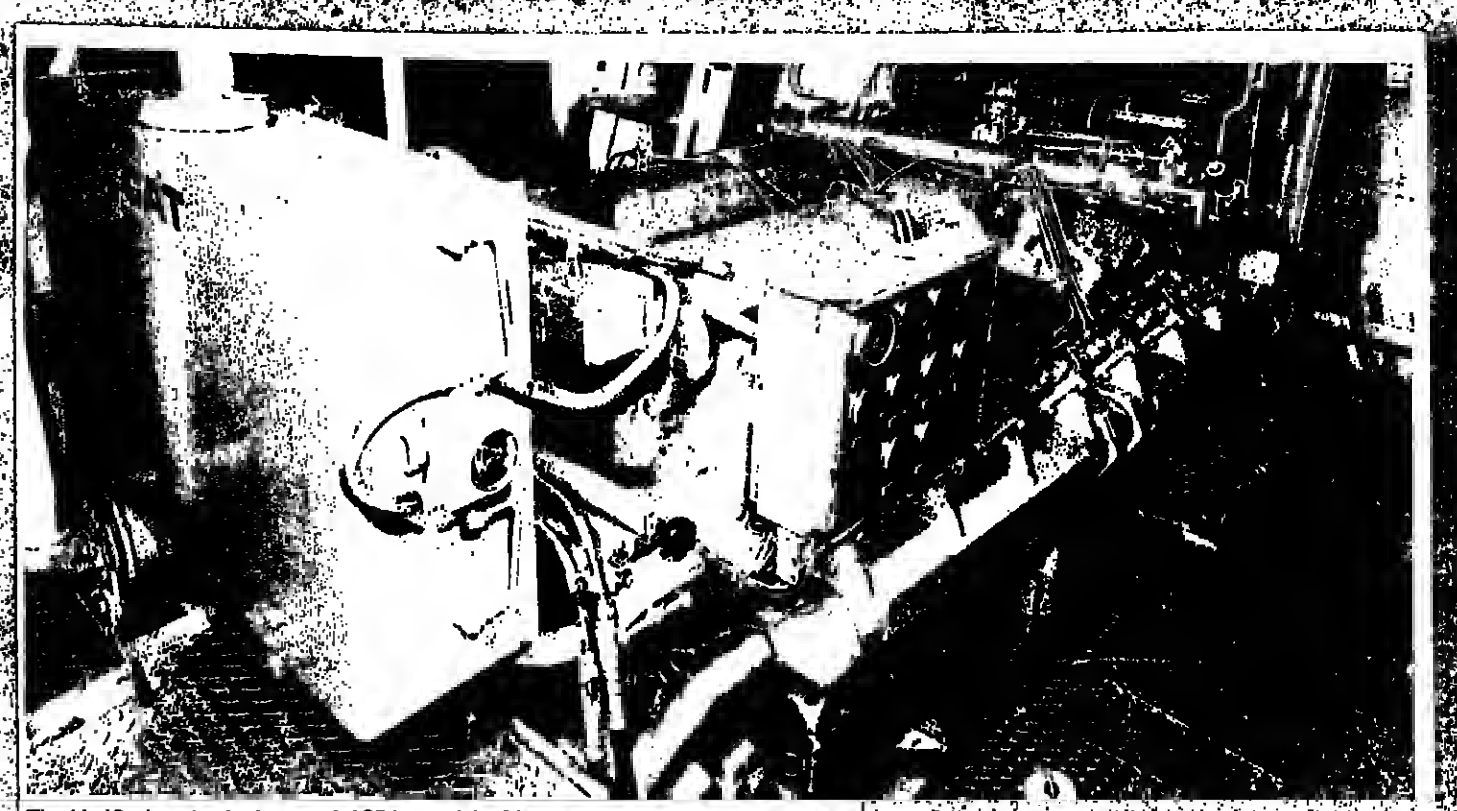
Six tanks

The plant is housed on main deck level and the two J. and E. Hall compressors are each driven by a Newman electric motor. Seawater is circulated through the tanks by means of an Allweiler electrically-driven pump housed in the engine room.

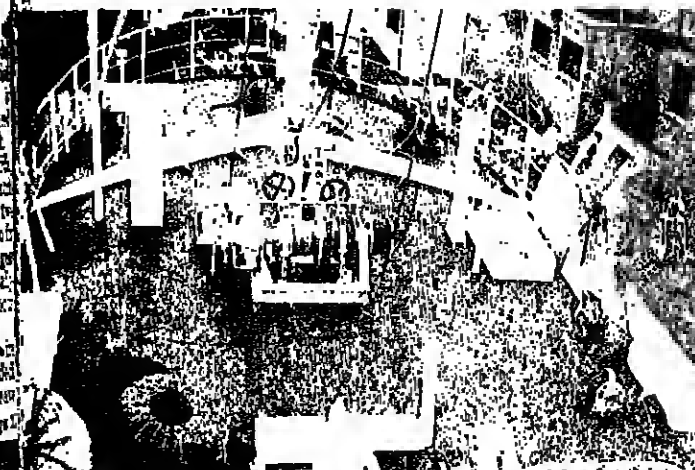
An Autronica indicator monitors the temperature of the water in the tanks and hatchways serving all six tanks are carried up to shelterdeck level.

Apart from the Triplex net winch, all the hydraulically-driven gear-handling machinery is by Karmoy Mek. Verksted of Norway.

PURSE FIRST WITH 'CAT' DIESEL



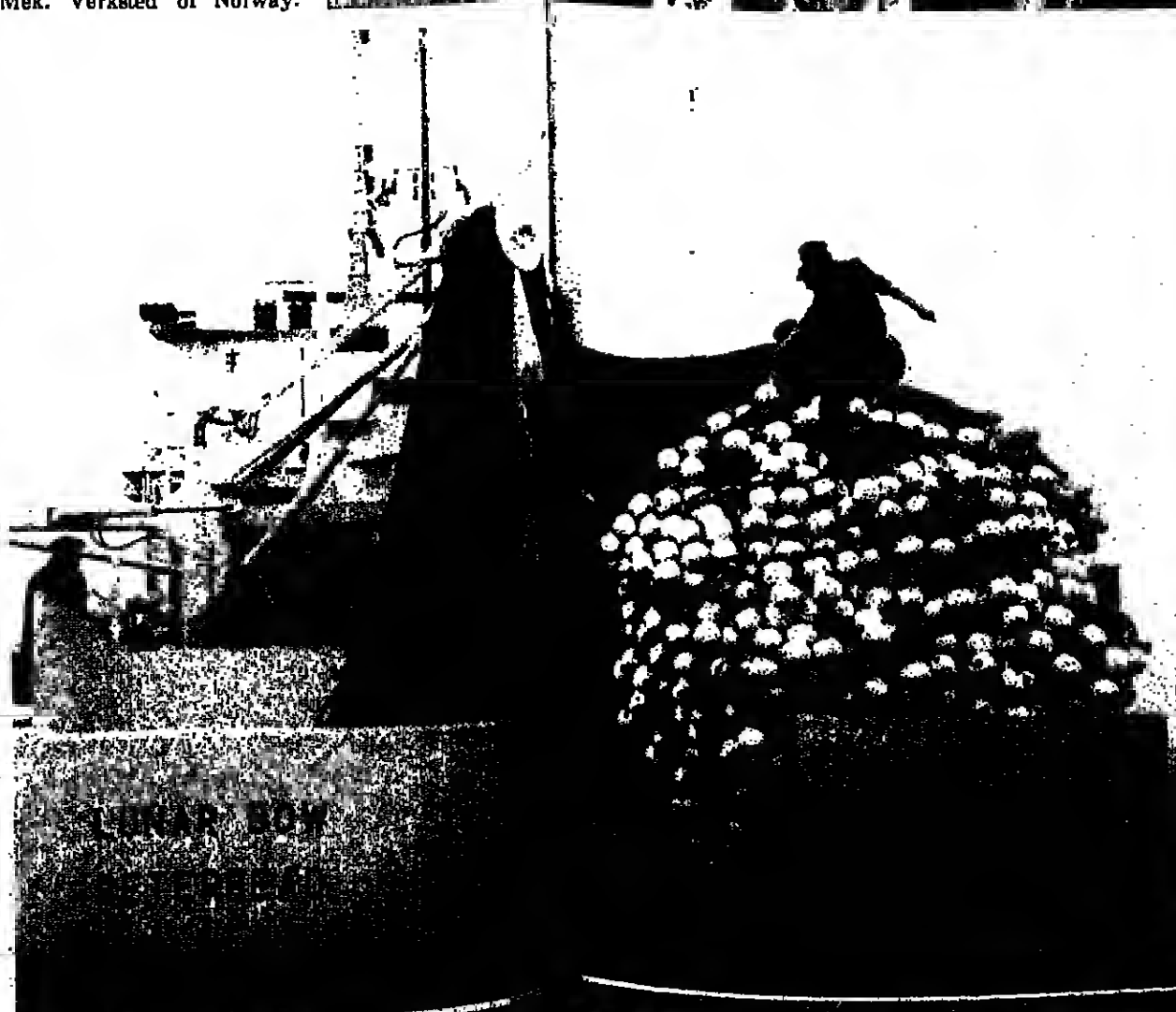
The big 'Cat' engine is the new 1,125 hp model D399 which runs at up to 1,225 rpm to turn a controllable pitch propeller.



Rather than being fitted to the shelterdeck, the 116 307 26-ton combined purse and trawl winch is housed in a more sheltered position on the main deck. It is fitted at the port end forward of the tank bulkhead, and carries two drums for purring and trawling. The guiding system is powered by an electrically-driven hydraulic pump located in the engine room.

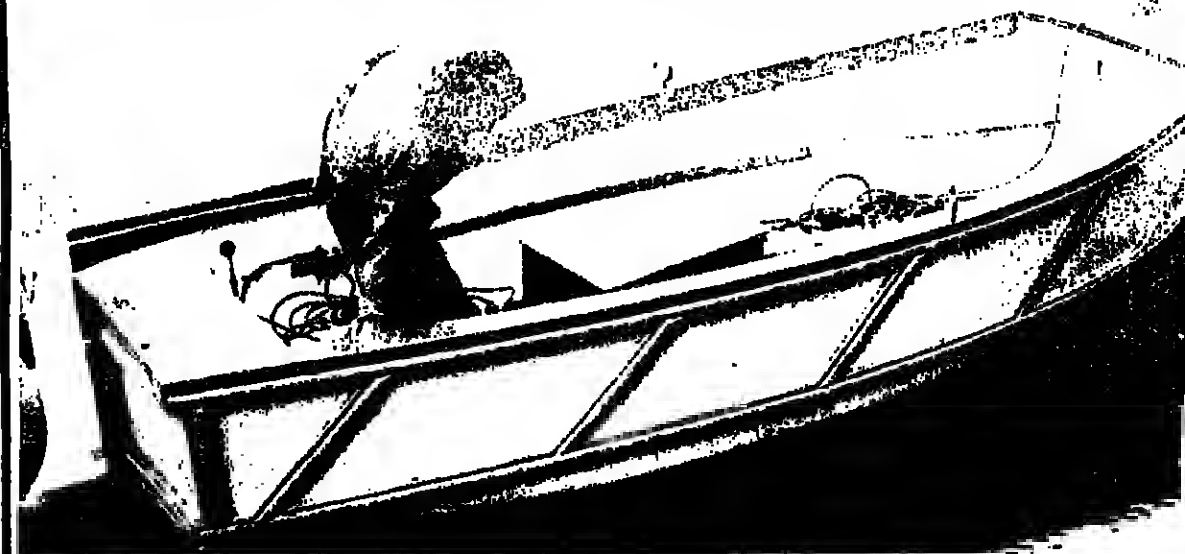
From the winch the net travel across the main deck and then pass around the

Turn to page 11



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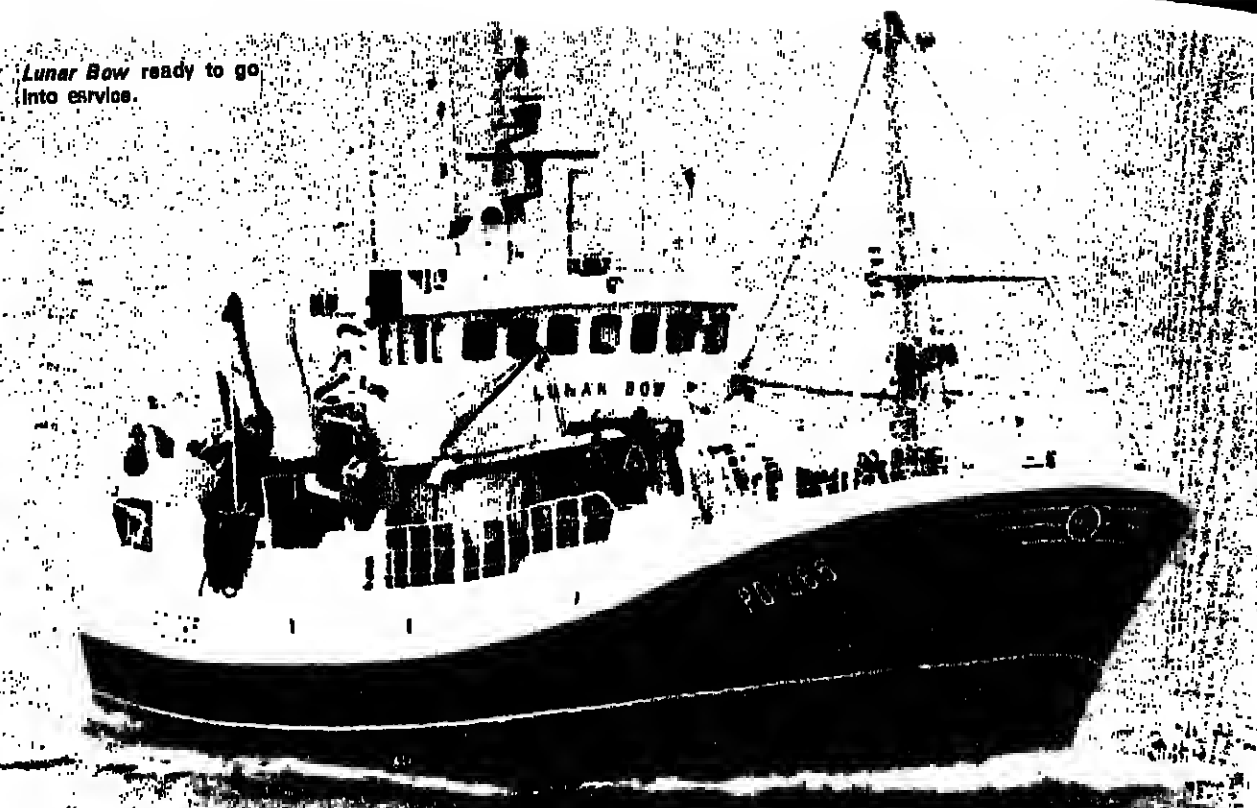


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Lunar Bow ready to go into service.



From page 11

end up through pipes to the gillows on the shelterdeck.

The model 116 330 combination cargo winch and anchor windlass is located at the aft side of the foremast on the shelterdeck.

The boom lifter is fitted at the port side of the mast, while the boom swinger is mounted on the mast itself.

Fitted to starboard of the deckhouse, the model 116 236 endwinch is used for a number of purposes including hauling in the wedge of the purse net and for manoeuvring the fish pump. Kurnoy also supplied the 14 in. fish pump complete with fish and water aspirator and hose.

Bjorshol Mek. Verksted's type 803 360 20 net winch is fitted at the starboard side of the deckhouse, together with its control console. The unit is used in conjunction with either of two transport rollers.

Two bins for purse seines are arranged aft of the deckhouse and the boat is to use nets from Norsenet for mackerel and Saganet for herring and sprats.

A Karmoy net drum for mid-water trawling is located at the port side, aft of the

PURSER WITH BIG 'CAT'

deckhouse, and a trawl gantry spans the quarters.

Fishing instruments include the new Elec Mini Loder sonar which, having a sounding frequency of 50 kHz, is particularly suitable for mackerel detection.

Also fitted is the new Elac LAZ 48 Panoramascope sector scanning sonar to indicate nine soundbeams transmitted simultaneously through a 90 degree sector and show their echoes.

Processor

Functions of the Panoramascope are controlled from an LAZ401 remote control unit which also gives a graph record of the central sound beam echoes.

Later this year this equipment will be supplied with the new Elac signal processing unit to eliminate unwanted echoes. Other Elac fishfinders include LAZ72 vertical recording echo sounder with LAZ62 Fishlupe, another LAZ72 unit

for net sounding and an LAZ45 Net Sounder Scope.

The two latter units are for use when trawling end display echoes received from the NES4 net transducer, fitted on the headline of the net to provide up and down sounding. An Elac electrically-driven cable winch handles the transducer cable.

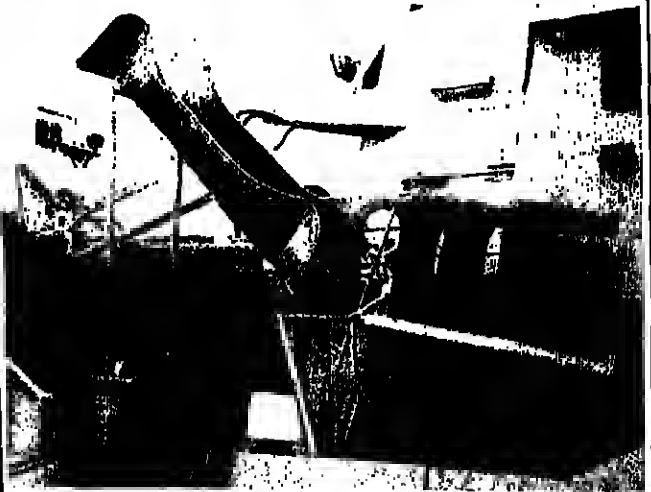
Woodsons of Aberdeen Ltd. supplied and fitted the Elac equipment and also quite a number of the other wheelhouse instruments.

These comprise 'Sailor' T128 R105 and T128 R105 seab radio telephones, 'Sailor' RT144 E vhf radio telephones, Woodsons intercom system, Mermald watchkeeping receiver, Robertson AP7 automatic pilot, OKI ONX 7 48-mile radar with ONA3 Variable Range Marker, and Ben Amphitrite speed log.

Other fittings in the

lavishly equipped wheelhouse include C-Tech Omni Sonar from Canada, Kelvin Hughes radar with Variable Range Marker, Decca Mk. 21 Navigator and two Sorlenes seats, Tenford 130 ESG steering gear is coupled to Lunor Bow's autopilot. Accommodation for the crew is of the high standard now becoming traditional among the Scottish purse seine fleet. There are three two-man cabins and a six-man cabin, plus adequate toilet and shower facilities. Galley fittings include a Beka electric cooker and a Gas fridge and deep freeze.

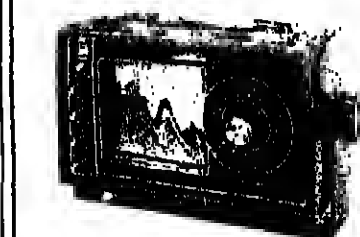
A roomy messroom and lounge leads off the galley and central heating is from electric heaters. Safety equipment includes a Pyropress main engine shut monitor and an AFA Minerva fire detection and alarm system.



Above: Lunar Bow's Triplex net winch, together with the net chute and one of the two transport rollers. Below: combination purse and trawl winch on the main deck, below the shelterdeck.



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TRADE ENQUIRIES WELCOME

August 18, 1978

Iceland is told: don't send more soft cod

THE QUALITY of catches landed by some Icelandic vessels at Fleetwood last week caused protests at the port. On Monday the Icelandic *Gudmundur I. Tungu* landed 1,625 kits, including more than 1,400 of cod. Of that total 650 went for salting and fish meal which resulted in vessel making only £28,095.

A spokesman for the vessel's agents, J. Merr and Son, said: "This was beautiful, good-sized cod, but it was rightly rejected due to the state it was in."

Standard

John Olgierseon, British representative of the Icelandic Fishing Federation, was shown the catch and told the standard must improve.

Earlier, Fleetwood Fish Merchants' Association had sent a telegram to Iceland saying that if Icelanders wanted to earn decent returns they should send better fish.

The association's president, Richard Cook, said it had impressed on the Icelanders that Fleetwood was a port for top-quality fish.

Some of the cod coming in seemed to have been kept too long while owners pondered whether to send it to Fleetwood or the east coast, and at least one ship seemed to have acted as a carrier.

Claimed

But Dorie Hewsham, manager of J. N. Ward and Son, which has joined the Hazel Fishing Co. to act as agent for Iceland vessels, claimed that prices paid for the catch of their first vessel, *Sveinik*, were £10 a kit less than the top price because the merchants said the fish was soft. There were claims that it would have made more on the Humber.

Mr. Cook denied this and said the Icelandic vessel *Erlingur* received £11 more a kit on the day following *Sveinik*'s landing (*Erlingur* made £51,522 from 1,723 kits against *Sveinik*'s £23,038 from 1,095 kits).

He said: "We've proved that they will get good money

for good fish. This is unfair criticism."

It is hoped that these early protests will help resolved the problems because Fleetwood will need Iceland's fish even more when many local stern trawlers move south to work mackerel.

● Icelanders coming into Fleetwood have been on spending sprees which have boosted takings for local traders. The crew of the first ship to arrive after the lifting of the lumpers unloading ban, *Dagur*, are said to have spent £2,000 in a single day. With inflation running at 60 per cent in Iceland prices are cheaper at Fleetwood.

Local firms have sold a multitude of goods to the Icelanders — including one firm's coup in selling nu-

Icelanders a fridge freezer. Another firm reported selling the Icelanders goods ranging from tumble dryers to children's cycles.

5,136-KIT HAUL

A TURNOUT of 5,136 kits from the 941-tonne Icelandic trawler *Juni* at Hull this week set a new record for a single wet fish discharge.

However, her £59,240 grossing fell £13,885 short of the vessel's previous best in the port, and £32,290 below the European wet fish record set up at Hull late in July. This trip was by the Icelandic stern trawler *Engy* with receipt of £121,480.

Although *Juni*'s latest turnout of Hull was huge, it is understood that the quality of some of the fish was poor.



Recalling some of the stories which appeared in our columns this week 50 years ago.

AUGUST 18, 1928

LATEST type of lifeboat sent to Foway, Cornwall. She is 45ft. long, has a cabin, a searchlight, and 110-hp engine. Driven by two 40hp engines, she has a speed of approximately eight knots. HERRING season off east coast going well but the large quantity of good fish means bad prices — only 4s (20p) per sixty fish.

TRAWLING company about to be formed at Padstow, Cornwall. 'Several gentlemen' funding plan to help put town back on fishing map.

MISSING Danish seine netter *Premier* towed into Grimsby by *Methellus* after being found off shore at Tatney Haven. She went missing after the skipper left her anchored when she developed engine trouble.

CRABBIN' TRIP LANDS YACHT

PEVENSEY Bay, Sussex, fisherman John Gell has made the biggest catch of his fishing career.

While out crabbing he found drifting a luxury motor yacht worth about £80,000. It had ten bedrooms and expensive fittings.

John Gell anchored the undamaged craft in Pevensy Bay and later, with local police, took it into Newhaven.

The yacht has since been identified by its owner who has been in contact with John Gell.

Abandoned

It seems to have been taken by joy riders who abandoned it after engine trouble and went ashore in a rubber dinghy. Police found a note aboard to this effect and an attempt had been made to erase the name.

Now John Gell is hoping for salvage money but is keeping an open mind about what he may expect.

WFA rates

NEW interest rates on loans from the White Fish Authority and Herring Industry Board came into effect on August 5. The new rates are for fishing vessels under 80ft. and new engines: up to five years, 11 per cent; five to ten years, 12 per cent; ten to 15 years, 13 per cent; over 15 years, 14 per cent.

Processing plants: up to five years, 13 per cent; five to ten years, 14 per cent; ten to 15 years, 15 per cent; 15 to 20 years, 16 per cent.

PLEA FOR NEW PIER

FISHERMEN and seafarers in the Donegal port of Creevy have joined forces to campaign for a much-needed pier development scheme.

Creevy was once a herring landing place but for modern boats the small pier, built in the last century, is inadequate. Owners have to keep their craft out at anchor or go to Mullaghmore or Killybegs.

The campaigners say that if the pier is improved, 20 fishing boats would be able to use it and pleasure boating would increase, attracting more tourists. The group has advertised in the local newspaper asking for support.

Smoke house set alight

A FIRE severely damaged the roof and fish smoking chimneys at the Grimsby premises of the Russell Fish Curing Co. last week. Employees were evacuated as firemen fought the blaze. A blowback of sawdust in a smoke house is believed to have caused it.

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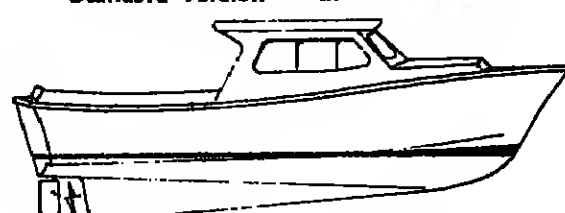
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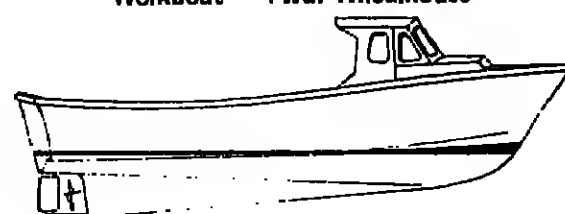
Standard Version



Standard Version — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



Hull design: Robert Tucker, A.R.I.N.A.

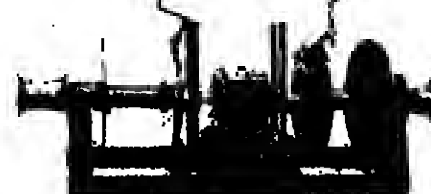
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Tamar to pay two sacked workers

TWO WOMEN union leaders, sacked for "instigating discontent" at a Plymouth fish factory, have been awarded compensation after successfully claiming unfair dismissal.

An industrial tribunal in Plymouth heard that, in a row at Tamar Fish Processors, obscene letters were sent to a staff member and the manager, that a girl was "sent to Coventry," and there were rumours that the manager stole crab.

William Dugmore, the factory owner, said Brenda Holroyd, a shop steward, and Margaret Witcomb, a supervisor, had "an hypnotic effect" on the workforce.

The tribunal ruled, however, that both women had been unfairly dismissed and ordered compensation — despite a request for reinstatement. Mrs. Holroyd received £877 and Mrs. Witcomb £624.

Danny Bryan, district secretary of the Transport and General Workers' Union, refused to withdraw a request for reinstatement, but was over-ruled.

The tribunal heard that the company moved to larger premises with the object of trebling output, but by this year the number of staff — mainly women — had fallen to 22.

Mr. G. Cocks, the tribunal chairman, pointed out that no evidence had been given that the manager was guilty of dishonesty of any kind.

Mr. Dugmore told the hearing that he had sacked what he thought were the instigators of a conspiracy, and that after sitting through the hearing, he still considered them to be so.

Pot hauler cuts rope wear

CATTERMARINE is using a special polyurethane material on the inside faces of its one-tonne and three-quarter-tonne slave hauler wheels for pot hauling.

The facing was first used three years ago on the Newlyn crabber *Matthew Horvey* and on a Caernarvon potter. In both instances, it is claimed, no wear has occurred and substantial savings in rope have been achieved.

This material seems to partially envelope the gripping surface of the rope and helps to eliminate slip or abrasive action which can occur with sand on the outer surface of the hauling rope.

It also eliminates the need to machine skim when wear does occur. The polyurethane facing is cast into the aluminium alloy wheels.

The founder of Cattermarine, Mr. H. F. Macintosh, is retained for technical and sales duties by Drum Engineering, which now owns Cattermarine.

He told *Fishing News* the hauler is being used aboard the 33 ft. *Flyer II* from Bembridge, Isle of Wight, and has given good results.

Cooler

This installation uses Cattermarine's hydraulic powerpack with electro-magnetic clutch built into the pulley wheel drive. The powerpack consists of a two-gallon aluminium alloy tank which has the pump inside the tank, as well as the filter and relief valve.

The unit is provided with an oil cooler using the main engine cooling water and is said to be only lukewarm at the end of a "hauling" day.

Speeds up to 230 ft./minute are achieved and, subject to the engine pulley diameter, speeds up to 300ft./minute can be reached. The powerpack and clutch was designed by Drum

Engineering which makes the hauler.

A feature of the Cattermarine slave and capstan one-ton hauler is that the capstan head is of generous proportions and provides an alternative to the slave hauler with its auto rope action when hauling on rough ground and fasteners occur.

Ever

The hauler can be controlled for start and stop operations, as well as for speed control, from one lever and, therefore, can help to cut crew requirements.

The slave hauler wheels are also incorporated with the Cattermarine net hauler to give a multi-purpose unit for netting, potting and lining.

The pot and net hauler from Cattermarine now in production.

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PUBLICATIONS

HIGHLAND FISHING FAILURE

ATTEMPTS by a London-based society to establish fishing communities in remote parts of the Highlands of Scotland lost century — notably at Ullapool, Tobermory, Lochbay and Pulteneytown — are the subject of a new book.

Only the last-named was a success and the other settlements just did not come up to expectations. This was partly because the herring shoals did not come inshore and also because of the character of the people.

The fact that the administrator, the British Fisheries Society, was in far-away London did not help — although in 1788 a letter took only one week to reach Ullapool. A reply took three weeks to reach London.

Such great engineers as Thomas Telford and John Rennie were involved in building model villages which were carefully planned.

However, with no herring, the customs duty on salt and a mainly apathetic population, most of these villages did not thrive in fishing.

The author has gone to much trouble in research and every other statement seems to be backed-up by a reference to a note at the end of the chapter. But the book is uncommonly heavy-going — it might have been a thesis rather than a book of general interest to the general public.

— Pat O'Driscoll.
The British Fisheries Society, 1788-1893, by Jean Dunlop, is published by John Donald Ltd. of Edinburgh at £12.

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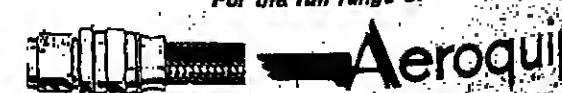
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'We'll have to stop fishing' blow for Grimsby

GRIMSBY'S small-boat fleets of anchor-seiners and pair trawlers continued their amazing run of heavy North Sea landings and big grossings last week, but the port's trawler owners went through easily their worst spell of the year as demand for deep-sea fish dropped.

"It has been nothing but a disasterous week for us," a trawler spokesman told *Fishing News*. "And unless things improve rapidly, we shall have to stop fishing and take our vessels up. We just cannot compete, at the moment, with the seiners on costs or earnings — it is as simple as that."

To add to the seasonal problems of indifferent fishing on the middle and distant-water grounds, hundreds of kite of trawl-caught fish were left unsold every day of the week. Only four trawlers, out of 17 landings, grossed more than £15,000 for trips which mostly lasted about 18 days.

Picked up

Worst hit of the trawler owners was the Boston Group, Belgium (Skipper Frank Gray), landing the only kite distant-water catches after 23 days on the Norway coast, picked up £17,887 from a turn-out of 880 kits (largely red and rough) only to see one-third of the catch (327 kits of reds) sent for meal.



Margretha Bojen — yet another huge grossing from a short trip while the trawlers went through a continuing bad patch.

BIG LOSSES AT FLEETWOOD

FLEETWOOD home-water trawlers are having a tough time with quality varieties hard to come by. Two of the biggest losses on voyages were sustained by the big side trawler *Boston Explorer* and the stern trawler *Iruana*.

Boston Explorer was away for 18 days in catching 709 kits, but of this total 750 were kits which met an indifferent market and the vessel grossed only £11,010.

Iruana fared much better on markets but did not have the quantity fish to take advantage of it. The vessel was at sea for 12 days — mainly on the Rockall grounds — before returning with just 308 kits which sold for £11,064.

The much smaller *Admiral Houke* (108ft.) did almost as well as the bigger vessels. Skipper Harry Buckley brought her in with 340 kits which sold for £10,381.

Two others of the Hewett company's small ship stable also landed. *London Town* (Sk. Jim Buckley) had 320 kits which sold for £9,018. Her sister-ship *Royalist* (Sk. Alan Bedford) made £7,417 from 234 kits.

Earlier, *Boston Phantom* (Skipper Albert Hollington) lost 188 kits unsold to the salmon from a landing of just 564 kits after 18 days working the Westerly-North Sea grounds for only £8,850.

Broken trip

Boston Halifax, the port's top distant-water vessel so far this year, but which has no north-east Arctic licence now, weighed in with just £7,266 from 221 kits after a broken trip in the North Sea.

Best overall trawler effort came from Taylor's *Osaka* (Skipper Jimmy Green) with a 16-day Rockall trip of well-mixed fish which included 330 of sizeable haddock in a 576-kit landing to collect £17,170.

But the firm also had its share of trouble and *Kyoto* made only £8,215 from 402 kits after losing 138 kits of mullock to meal.

BUT had a high of £16,873 from 1,017 (237 kits to salters and unsold) by Ross Kipling (Skipper Dave Scott) and a low of £8,720 from 499 kits (128 of small coley unsold) by Ross Cheetham. The only firm to ater clear of heavy losses was Lindsey Trawlers.

Although far from satisfactory, its smaller vessels did reasonably well and *Lucerne* (Skipper Steve Davidson) scored very well with some quality plaice in a landing of 361 kits worth £12,289 after 14 days in the North Sea.

Heading the bonanza the North Sea fleet is now enjoying was *Margretha Bojen* (Skipper Jane Bojen) and *Frances Bojen* (Skipper John Richardson) with 1,876 kits, mostly codstuffs, after a 12-day trip.

The pair, which operate

through the John R. agency, had the misfortune to hit last Friday's sliding market for, with cod earlier in the week making £50 per kit, an average of £30 would have set a new pair record of more than £50,000. However, the team had to settle for a combined £16,677.

With Console again in the money with its seiners, Skipper Anton Bojen in *Bekimael* led the way on £13,966 from 421 kits.

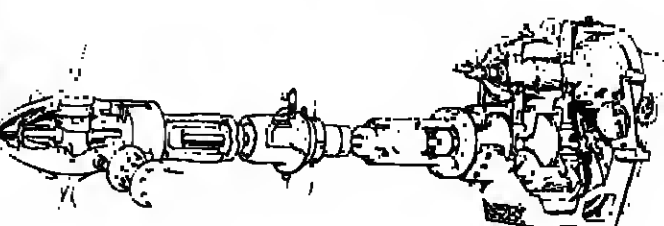


Below: *Lucerne* is one of the few North Sea trawlers which, for her size, made a reasonably successful grossing. She earned £12,288 at Grimsby last week.

A tidy sum! —

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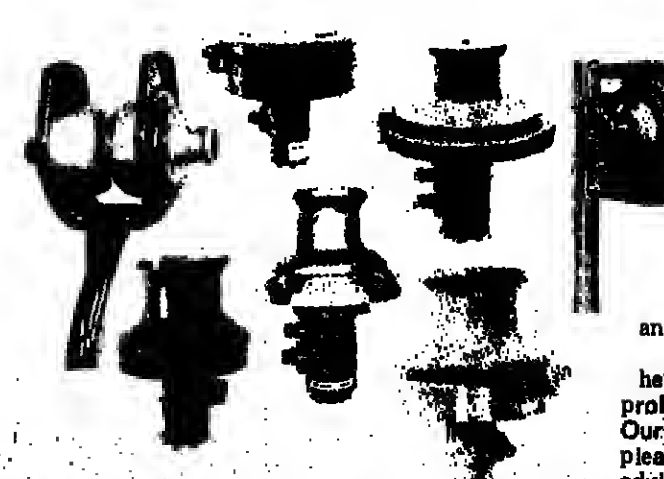
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